



# PROPELLER

ROYAL VICTORIAN MOTOR YACHT CLUB | ESTABLISHED 1904

## INSIDE

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## Commodore Ackerman takes the tiller

Another year starts, and although it's the middle of winter, there is a renewed vitality and energy from a new committee.

Our new commodore and committee are hard at work with the business of running the club, following the AGM and elections, the 2015 committee are:

**Chris Ackerman – Commodore,**  
**John Zammit – Vice commodore,**  
**Paul Doherty – Rear Commodore,**  
**Don Healy – Hon Secretary,**  
**Livio Andolfatto – Treasurer,**  
**Greg O'Connell – Committee**  
**Jane McAloon – Committee,**  
**Greg Miles – Committee,**  
**David Collins – Crewman.**

Subcommittees have been established and are listed on page 11 of this edition. Thank you to all the members who have made their time available to serve in these important roles, sub-committees make recommendations to committee on the

efficient running of the club and its activities, maybe consider a stint next year - pick one and put your hand up for some service.

There are a surprising number of events happening at the club and around the bay out of our boating season, not least of all the Melbourne regatta, details of which can be found both here in Propeller and on our web site.

The club event calendar on our website, has been updated with the coming seasons boating and social activities, so start planning your life around them!

Although winter brings on our "changeable weather" as only Melbourne can supply, we can occasionally find the perfect 'still and sunny day', providing windows of perfect boating weather. As the year starts we look forward to the new Commodores involvement, we have definitely kept up the look of our new 'royal couple' - I think the immediate past Commodore still retains the 'youngest Commodore in club history' title - by a whisker.



*Kylie and Chris Ackerman - our answer to the Kennedys!*

*Commodore's message page 3*

## Melbourne Regatta – Poker run

What is a poker run I hear you ask?

Wiki – "A poker run is an organised event where participants, usually using motorcycles, boats, horses, on foot or other means of transportation must visit five to seven checkpoints, drawing a playing card at each. The object is to have the best poker hand at the end of the run. The event has a time limit, however the participants are not timed—winning is purely a matter of chance."

In the case of this event vessels leave their home marina berths and progress to 4 locations on the water to pick up a series of 4 playing cards to make up a poker hand.

The first card will be available on the marina at the Royal Melbourne Yacht

Squadron at St Kilda and will be handed to vessels on arrival (no need to tie up), the 2nd card from the wharf at Beacon Cove in Port Melbourne. The 3rd card from the Visitors Berth at the Royal Victorian Motor Yacht Club at Williamstown and the 4th card from the dock at Pier 35 in the Yarra River.

The cards will be available at the various locations from 2pm until 4pm, vessels will then continue to their allocated berths at Melbourne City Marina in Docklands. The 5th Card will be available on arrival at the James Squire Hotel and prizes will be drawn at 7:00pm.

Please register your interest with the office. 03 9393 2888.



*One of the 40 powerboats maneuvers into position next to a "card boat," where players get cards to build a poker hand in Tampa Bay Florida.*

*more info on the Melbourne Regatta on page 9*

Story: Owen Smart

## What's in a name?

'In the second of our series on how Boats get their names, Owen Smart shares his "story behind the name"

This story begins in about 1985 when I started fishing from Apollo Bay on weekends. Most weekends I could be found fishing (recreational) somewhere between Cape Paton and Cape Otway in a 17'6" Aluminium Savage runabout. On occasions, I would get a "gig" (at no cost to the skipper) on a commercial cray fishing boat. It could have been baiting and setting 500 or 1,000 hooks on a long line, or hauling pots. But when on my boat, it was done with rod and reel.

Almost always, we saw albatross's, either just sitting in a group on the water, or flying just above the waves. Sometimes, they would soar up high, and then dive into the water. On one occasion when fishing for shark, we actually ended up with an albatross entangled in our fishing line and having to be freed.

Through these encounters with the Albatross, I gained an immense respect for these birds. They are very clean birds, who have the most majestic flying skills, and the only harm that they do is to pinch the odd bait, and catch enough fish to keep themselves nourished.

So, when I had to find a name for my boat, I chose to name it after the Albatross, but, differently.

I got the naming inspiration on a trip to Darwin where there were some aboriginal people staying at the same hotel as I. I enquired "What is the aboriginal name for the Albatross", but was



promptly told that there was no aboriginal name for the Albatross. Puzzled, I ask for an explanation, and was told "There were no Albatross birds where their tribe lived, and hence there was no need to have a name for such birds".

So, "back to scratch", and home to Melbourne at weeks end. Head scratching, and of course, ...Google it. Another surprising blank!

"Maybe, the library might have the answer??" so off to the nearby Brunswick Library.....Should be a likely suburb!!

Will I be lucky? Nothing in the first three aboriginal books, and by now I realise these books had northern authors, so suddenly I realised that I had to find a book, preferably with a Victorian or Tasmanian author. I soon found a book with a Tasmanian author and a list of aboriginal names.

At last, I had an aboriginal word for the Albatross.

And that is the "Story Behind the Name .... Pookanah".

Owen Smart.

### Don't miss...

**Wednesday Night Draw**  
Every Wednesday at 7.30pm

**Friday Raffle**  
Every Friday at 7.30pm

**Trivia Night**  
Saturday, 22 August 2015  
7pm in Members Bar  
Come and test your general and non-general knowledge at only \$5 per head. Book at the office

**Friday Night Entertainment**  
Friday, 31 July 2015  
7pm in Members Bar  
Live music for you to enjoy while sipping cocktails, perhaps?

**Melbourne Regatta and Blessing of the Fleet**  
Weekend of 29-30 August 2015  
Club boats to assemble on Sunday at ??am



"Did you name it after me, like you said you would?"

### EDITOR'S NOTE



We welcome contributions from members, Propeller will endeavour to publish articles as soon as possible, space permitting. Please contact the propeller sub committee for more information.

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### ADVERTISING RATES

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Ten editions are published each year and circulated to our members and friends.  
**Business Card Size: \$285pa Quarter Page: \$599 Half Page: \$855pa.**

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# From the Commodore's Deck

## Dear Members,

It has been my privilege to be Commodore of this fine club for just on one month now as I write this message. The common question during that time has been, "so how are you handling the pressures of being Commodore?" My standard answer is that it's not that much different to what it was as Vice Commodore and my explanation for this is that the Past Commodore and Committee have left the Club in good shape. Now, having said that, Committee is not resting on its laurels either. The subcommittees have been formed and are busy organising themselves for the year to come. Social and boating events, marina berths, communication methods, committee processes, maintenance issues and membership are all at the fore for the new Committee.

We held a new members evening a couple of weeks ago where Committee got to meet our newest members with a drink and bite to eat in an informal

atmosphere before the Friday night raffle. After this the new members joined the rest of the membership hits while we enjoy a three course Christmas feast. It is essential that everyone book for this event as soon as possible. So why not make up a group and as usual, a call to Jarmila is all it takes.

It's good to see our boat yard in use again with a number of boats coming out in the past week. This is a good time to get the maintenance tasks out of the way before the rush leading up to season opening day.

The past couple of weeks have seen excellent numbers patronising the member's bistro and most are now pre-booking. Drew, Paul and the staff do an excellent job producing hearty meals with nice cold beer so ensure you make the most of the winter menu and the nice warm fireplace but make sure you book so you don't miss out on a table.

The recent fine winter weather has produced some

perfect boating days, Kylie the boys and I were lucky enough to get out on-board Casa Verde last Sunday to enjoy the glassy water. We ended up at Sandringham with the crew from Rob Roy. On the way back we spied Shearwater sneaking in to Royal Brighton, then cruised alongside Balboa Star for a while. It was a very enjoyable time on the water.

See you all out there. Safe boating.

**Chris Ackerman**  
Commodore



## Wednesday night set to go off...soon!

If you haven't been to this recently, this is what you are missing out on, good food, a little tittle of what you fancy at the bar, great fellowship with your fellow members, and best of all the chance to win BIG!

The club has come alive on a Wednesday night, and the members draw is partly responsible! Now up to a very worthwhile \$ 1,500.00, members are coming from far and wide in the hope of their name being called out by the commodore!

Between 80 and 100 people have been enjoying a meal, a few quiet drinks and a catch up, whilst being eligible to win the jackpot if drawn.

So if you haven't been to a Wednesday night for a while, why not put off washing your hair or sorting your sock draw, come down for a meal or a drink, make some new friends - a lot of new friends if you win the jackpot!



# That sinking feeling . . . .

The following photos of a boat that sank off Queenscliff marina, due to an "O" ring problem on the rather large exhausts. It sank peacefully to the sea bed, UNINSURED, some weeks ago.

Unconfirmed reports are that the mechanics who worked on the boat had forgotten to do the exhaust clamps up properly on two other occasions... The moral of the story is to check everything for yourself, Oh and to ensure your boat is insured!



from the 21m High Caliber, valued at more than \$1 million, after it struck a reef at Corsair Rock just inside Port Phillip Heads about 3.20pm on Saturday. The boat was secured on the rocks on Saturday night but slipped from its anchor on Sunday morning due to rising tides.

Acting Sergeant Cory Pickersgill of the water police, said the vessel was salvaged about 10am on Sunday and towed to Queenscliff Harbour by a Port of Melbourne boat.

Witness David Beaumont said it was "a stroke of luck" that the vessel remained afloat. "The

whole hull was submerged except the upper cabin," Mr. Beaumont said. "There were two guys in wetsuits sitting at the rear of boat looking rather forlorn. It was pretty dramatic. They (water police members) were cutting it pretty close. Any longer I think the boat would have gone under.

"Acting Sgt Pickersgill said it was possible the owner's insurer wouldn't accept the claim after it was discovered the \$60 annual registration fee was outstanding. "At this stage we believe it (the boat) was insured but I don't think the registration's been paid so the insurer may not pay out," he said. "The starboard side hull was worst hit in the accident caused by "an error of judgment".

The boat was to be taken to the owner's home in Queensland in a voyage likely to take four days. Water police on Sunday were inspecting the vessel to ensure all safety equipment was on board.

**Below: Stricken luxury boat High Caliber is pulled to shore. Picture: David Beaumont.**



## No Rego sees High Caliber sail into hot water after Port Phillip rescue:

THE owner of a luxury motorboat that ran aground off Point Nepean might not receive insurance entitlements after the vessel's registration wasn't paid.

Three men were pulled safely and uninjured

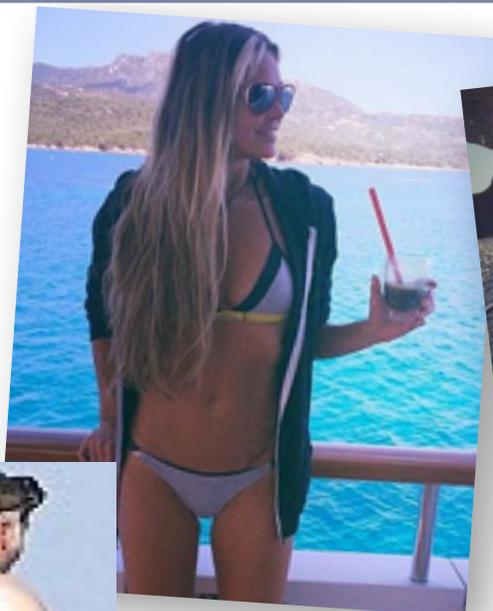


## Yacht Life

This new section looks at what's making news out in the big wide world of the superyacht industry.

This month a few snippets of news, and as Heidi Klum says, there is no better holiday than one spent on a boat! Frankly, any holiday that Heidi was present would be just perfect as far as I was concerned!

Not to be outdone, "the body" Elle McPherson was also seen this week on her boyfriend's yacht, the new / old Madsummer.



**Above: Heidi Klum enjoys a yacht holiday. Left: Elle enjoying a break on Madsummer.**



**Left: Here's one for the girls just so that were not accused of being sexist! Kyle Sandilands swimming off the back of a yacht on the French Rivera earlier in the month.**

# Pacific Islanders and their Navigation

It is generally agreed that Asian people commenced to populate the Pacific around 3000BC. Archeological evidence of a certain pottery indicates their gradual spread through the eastern Pacific. The oldest example of Lapita blue pottery in the Pacific was found on New Britain, with younger examples discovered as one travels east. These are carbon dated with some accuracy.



**Mau Star Compass**

Fiji has been occupied since 1300BC, Tonga by 1100BC, and Samoa soon afterwards. The Lapita people who colonized Tonga and Samoa were the ancestral Polynesians, and evidence points to the fact that they kept on expanding, probing further east into the Pacific.

How did they discover new land, and return to colonise, with family and friends? They had no knowledge of the magnetic compass, and had not even primitive devices to measure the angles of heavenly bodies to the horizon, such as used by early European, Chinese and Arabic navigators.

The Hawaiian Islands are the last group to be populated. James N Michener in his novel *Hawaii*, (although a fictional account), describes in detail a voyage from Bora Bora to Hawaii, and the combination of various methods used to make the eventual landfall. Michener supposes that a group of people were so marginalized, they were forced to depart for fear of their lives.

Author the late David Lewis, had a lifelong interest in adventure, voyaging, and navigation. In his book *We the Navigators*, Lewis seeks out the remaining old men who had practiced the traditional art, and persuades them to come with him, and teach him their methods. By implication, Lewis sees himself as the first and only white man

to avail himself thus. Lewis' main work took place in the late 1960's. "Hawaii" was published in 1959. As the descriptions of navigational methods are similar in both books, Michener's research must have found a great deal of fact.

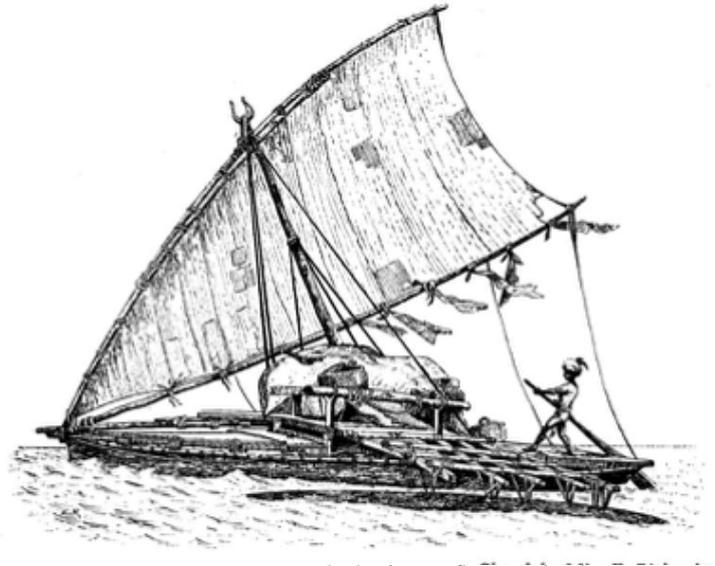
The primary method involved steering toward or away from stars as they rose in the east, and set in the west. The helmsman held a selected star on a particular part of the vessel, to steer a course, but that star became less useful as it rose too high, or set. Another star was then selected. This method was obviously only possible at night, but a course needed to be maintained during the day, or when clouds obscured the night sky.

The masters remembered many stars for a particular voyage, and seasonally adjusted those tracks during the year. An experienced navigator memorized many hundreds of scenarios, in order to conduct a range of voyages. They used no written record, learning from their ancestors, and on the job. To back up their calculation, and maintain an effective dead reckoning by day, a variety of other methods came into play.

The direction of major ocean swells, and



often a secondary or minor set superimposed, as well as wind waves, and a knowledge of currents, all gave the seasoned operator his success. The swells are shaped and directed by unseen islands. By day, the green of island



trees over the horizon reflect on cloud cover, and clouds gather over trees.

Large sea birds were known to range up to sixty miles from their daily landfall, and small birds up to twenty miles. At dusk, the birds make a bee line for their roost.

The vessels were stabilized with an outrigger smaller hull, or were twin hulled, each hull built of a single log, or based on a single log, with planks accurately cut and fastened above the base. Coconut fiber and other cordage from roots and creepers provided the fastening. No metal was used. The vessels ranged from 3 or 4 meters, to a large 20 meters. Lewis' book contains a photograph of a 100' Baurua from the Gilbert Islands, dated 1934. One type used a reversing

method when tacking, with crew moving the mast along the hull, for each tack, as the canoe changed direction.

I saw an ocean going outrigger canoe of about seven meters, fastened with heavy mono filament fishing line, in Micronesia, Truk Lagoon (Chuuk), in the 1990's. It was stylish and impressive, painted green and red, with an eye on each side of the bow. It later disappeared, and was said to have been destroyed, as it was exhibited outdoors, and had rotted.

When the British and others colonized the Pacific, they forbade long distance voyaging for some reason. The skills of ship building, sailing and navigation were all but lost, when Lewis arrived. Youngsters heard the stories, and were keen to participate. A resurgence

of interest commenced, large vessels were constructed, and some extensive voyages were conducted

# Melbourne to Hayman dash on the Aussie Princess March 2015

*After receiving a call from Nick, "would you like to do a dash up the coast to the Whitsundays?" "It will need to be a quick trip", the boat has to be there ready for charter on the first of April!*

Looking at the BOM, we would have a small window between fronts, and would have to maintain a tight schedule to avoid being trapped with any unpleasant weather on the nose. Fortunately the Cyclones up north had moved west far enough to allow the SE trades to resume.

Aussie Princess is a Steber 43, owned by Lindsay and Robyn Grenfell (a member of the club), is powered by twin Volvos, and can get along at 18 knots at a lazy 2100 rpm.

Lindsay, Robyn and Nick had the boat



prepared, fueled up and provisioned, ready to leave by Tuesday March 24, but the wind was still SW at 20 to 30 knots, so we had to wait until it abated and the seas fell away.

The original plan was to have the boat's skipper Milton join Nick and I for the trip north, however, after rolling his ankle at the last min left us one short.

A call to Gary Chen, (who thought I was kidding when I said we were leaving at 2am), soon had him packing and on his way to the Club.

Nick and I did all of our pre departure checks and slipped the lines at docklands at about 22.30 and headed to the RVMYC to pick up Gary and to raid Koomooloo for the last few things we didn't have on board.

As promised by the BOM the wind had dropped by 0200 on Wednesday and we departed the club and headed south for the heads via the west channel at 18 knots.

0330 saw us passing through the Rip, with 5 ships transiting it was quite a busy time.

As we changed course and headed for the Prom we had the usual stop between the

heads and Philip Island, after that we were enjoying the steady swells of Bass Strait and settled into an easy run at 18 knots.

Daybreak was accompanied with a hot coffee and the Glennie group.

We rounded the Prom light and did a bit of a lap around the "Pelican" while Gary took some pictures of her with the Prom in the back ground. (I'm sure John and the guys on the Pelican were wondering what we were up to')

20 min later we were anchored in Refuge cove for a yummy egg and bacon breaky.

After a coffee and an engine room check, we departed for Gabo.

Absolutely perfect travelling weather, with

We powered out of Eden at 0940, back at 2100 rpm and 18 knots, lots of sunshine and smooth following seas. So far so good, if the weather keeps up we will make Hayman by Monday.

As Nick and I were discussing our progress (and the state of the nation), we detected an unusual smell, looking aft we discovered the coast had disappeared in a cloud of black smoke. This was coming from the port engine, so we throttled back and the smoke stopped. We then shut the engine down and I went down into the engine room to see what the issue was.

The retaining V clamp between the Turbo and the exhaust pipe had given up, and the resulting small exhaust leak had blocked the air cleaner.

The blocked air cleaner was removed, and Nick and I managed to modify the v clamp and have it back on after about 40 min.

Beautiful sunset as we passed Jervis Bay and the NW wind had us rock hopping all the way up the coast to avoid both the current and the northerly chop.

Next stop was Rushcutters bay in Sydney Harbour, we arrived at midnight, re fueled and Nick was back on the BBQ.

We departed at 0150 and cleared the heads by 0230 (the coast passes by very quickly at this speed!) By now the wind had swung to the SE and had built up a good sized chop on top of the swell. George the auto pilot was having trouble coping with the following seas at this speed, so we hand steered all the way to Port Stephens, having a great time surfing with a maximum speed recorded by yours truly of 23.5 knots. The sun was rising as we swung in to Nelson bay (Port Stephens) and dropped the pick for breakfast.

Showers for all and engine room checks completed we departed with a good size trailing sea and continued to hand steer and surf all the way to Coffs Harbour. The sun was setting as we passed the breakwater and proceeded to tie up at the Co-op and re fueled.

We all enjoyed a delicious steak dinner at the nearby Latitude 30 restaurant, followed by a

*continued page 10*

the sun shining and black clouds in the west, an ever present reminder there was some weather on its way.

A check of the fuel level as we were passing Lakes Entrance showed we had over 1100 litres remaining so we had sufficient to continue to Eden. (we were burning between 80 and 100 litres per hour, as expected).

As we approached Cape Conran the wind swung to the NE and was building. The seas increased to the point where we had to slow down to 10 knots for the next 6 hours on the way to the anchorage at Gabo.

We dropped the pick at midnight and all had a good sleep (a welcome rest after punching into the seas for the last few hours).

0630 saw us depart Gabo after the usual coffee and now back at 18 knots as the wind had finally swung back to the SW as forecast. Green Cape passed by at 0800 while having the occasional surf as the chop was slowly building on the top of the SE swell.

We arrived at Eden at 0830 and fueled up. The BBQ was fired up and Nick proceeded to provide some breakfast.



# Farewell to the grand old lady!

*They say that the two happiest days of a boat owners life is the day you buy your boat, and the day you sell it.*

Alf and Dawn said farewell to two boats from the marina this month. A little known fact that Alf and Dawn were the previous owners of *Claribella*, which was also sold by her current owners Peter and Peta Coffey.

Today, Saturday 27th June. End of an era for the RVMYC as far as I'm concerned. Today we bid fair well to Lady J.

I remember when I first joined the club and walked down the jetty's as you do, and saw Lady J for the first time. Wow that boat was something. Sleek big motor yacht. I was speechless. Wasn't used to being around boats like that. Fast forward a few years and Alf and Dawn have been our neighbors at the club and we will miss



them very much. We have had so many enjoyable times with these guys and their friends. Dawn was a passionate committee member who will be missed. Alf always put a smile on my face. He is a party animal. Love both of them. Any way on board Kewarra with Alf and Dawn we followed Lady J from her refuel at 35 and out of Hobsons Bay. Watched her disappear into the horizon on her way to Queenscliff then onto Akuna Bay NSW. We had a great day together but kind of sad none the less. Thank you Alf and Dawn for sharing this special day with you. Bon Voyage Lady J.

*By Sandy Ellul*

**Lady J, leaves her berth at RVMYC for the last time.**

## Enjoy your day on the water

You've packed the esky, got the sunscreen, filled the tanks and finally got that sunny, still day - water shimmering on the hull.

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# Ships log - *Eventide* - Meridian 441

**Day 9. Monday January 5th, 2015.  
Botany Bay to Ulladulla**

Out of bed at 5:30am. A bit windy in the marina and the weather forecast indicates southerly winds up to 15 knots, but abating to about 5-6 knots mid morning, so off we go. Engines started at 6:15am and out the Botany Bay entrance by 6:45am, BUT, the southerly outside the entrance was still gusting up to 20+ knots, so we decided to turn around and waited just inside the entrance until the wind abated somewhat.

Second try at 9:30am. Wind has abated somewhat, but we were back at 10 knots for the next three hours with the seas gradually improving the further south we went. The next 3 hours were made at 15 knots and we made Ulladulla at 4:30pm with the last hour done in flat seas. Boat refuelled and cleaned up by 5:30pm.

Today we had an issue with the Raymarine Chart plotter but got around this by using the Navionics & Plan2Nav apps on our notepads. We got to the bottom of the Raymarine Plotter issue after dinner. The issue was simply our experience with Raymarine products. The manual was on CD and we had no means of opening it.



**Day 11. Wednesday January 6th, 2015 - Eden to Lakes Entrance**

Up at 4:30am for departure at first light. Today's passage to Lakes Entrance is 130nm with some winds predicted around Gabo Island, so we wanted to be past there before the wind picks up. Left the berth at 5:15am on time and out into Twofold Bay. Seas look good. Seas around Gabo Island were less than predicted, and we had a slight following sea from Gabo Island to Lakes Entrance. Gee, this boat absolutely L-O-V-E-S a following sea. Makes 17 knots in seas so smooth that I had a very comfortable 1+



competing in the Rolex Sydney - Hobart yacht race. Numerous smaller fishing boats all along the coast, and around Montague Island. Saw plenty of mutton birds, but only one small pod of dolphins.

6½ hours later, we were entering the wide entrance to Twofold Bay (Eden). Refuelled and cleaned up and off to the Top Pub for a good pub steak, and then an afternoon nap.

Another 10+yachts in harbour and about to depart for Sydney after the Sydney-Hobart yacht race. The Eden Harbour has about 2540 ship movements per year. Some are cruise ship, some load woodchips for Japan, and the Navy has an ammunition store here, so the harbour can handle reasonable sized, with the main jetty about to be extended to handle larger vessels. The harbour is also the home port for a substantial fishing fleet, and we saw the Janice 1 unloading several large bins of fish.

The Fisherman's Club runs a courtesy bus around town, so we took advantage of this bus and went to the Fisherman's Club for dinner overlooking the entrance to Twofold Bay.

In bed by 10:00pm for an early start in the morning. Another great day!!

Bob & Owen walked up to the supermarket for provisions and returned with fish & chips from the restaurant next to the marina. Ulladulla Harbour provides an easy entrance with leads easily visible in both day and night. The inner harbour is well protected from all seas except easterlies.

The township has all facilities, and the shops and supermarket are within easy walking distance.

Another day that started out poorly turned around and provided a very pleasant finale. We do like this boating life!

**Day 10. Tuesday January 6th, 2015.  
Ulladulla to Eden**

Up at 5:15am and out of the harbour at 5:55am. Calm seas all the way to Eden, again at 16 - 18 knots. Saw 10 - 12 yachts heading north after

hours of sleep down below.

We phoned David Marshall who gave us the "low down" on the Lakes Entrance entrance, and where to get fuel. Apparently, the entrance has been recently dredged and now has 5 metres of water. Anyway, a couple locals were just returning to port, so they unknowingly showed us the way - all too easy with a flat sea.

A new fuel berth has been installed on the north side of Bullock Island just inside the entrance. Easy to access, and it has two diesel and two petrol pumps as well as water on a floating jetty. So we were fueled up, in our berth, with the boat cleaned by 3:30pm. Time for a Guinness or two!

Plotted the course for the next leg, so we are all ready to go! The weather looks a bit suspect for the next two days, so we may have a lay day in Lakes Entrance rather than be stuck at Port Welshpool.

Off to the Central Hotel for dinner. Nice and handy to the berths, and good food as well. A duo of HUGE sausages, or a BIG parmajiana. Could not eat another thing. Another great day!

*We are really enjoying this boating life!!*

Leg	Distance nm	Voyage Time	Fuel Used	Price Per Litre
Botany Bay to Ulladulla	100	7:30	605	\$1.61

Leg	Distance nm	Voyage Time	Fuel Used	Price Per Litre
Ulladulla to Eden	110	6:35	689	\$1.61

Leg	Distance nm	Voyage Time	Fuel Used	Price Per Litre
Eden to Lakes Entrance	137	8:05	689	\$1.65



# 2015 Regatta/Blessing of the Fleet

Melbourne is the most liveable city in the world and we have all played a part. We are one of the few cities who can pin point the time, date and the people whom founded our city. The Melbourne Regatta was first held on August 30th 1838, making it the first Regatta in Australia.

In 2015 The Melbourne Passenger Boating Association and the Mission to Seafarers are joining with the Melbourne Day Committee to celebrate Melbourne's 180th Birthday on August 30th 2015 in Victoria Harbour Docklands.

As a lead in event on the afternoon of Saturday the 29th August, a Poker prologue Cruise-in will be held to attract cruising vessels from yacht clubs in Port Phillip Bay into Docklands, to join in the fun & excitement of the Regatta on Sunday.

We invite everyone to join in the fun and excitement & come along on Sunday August 30th 2015 to celebrate Melbourne's 180th Birthday and:

- See a magnificent Spectacle of Cruising Boats, dressed especially for the occasion
- Hop aboard Free Ferry cruises around Victoria Harbour
- be part of a Welcome to Country Ceremony
- Hear Father Bob Bless the Fleet
- Enjoy Live Entertainment from Darryl Braithwaite and Russell Morris
- Shop at the Sunday Market with many food stalls and local cafes open
- Be surprised by Roving Entertainment
- Sing along with the Mass Choirs – Singing of the Sailors Hymn, Auld Lang Syne and the Australian National Anthem
- See the Port of Melbourne's Tug give a spectacular fire demonstration

More details on the Club's website.



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Story: Frank Wilkes

## Melbourne to Hayman dash on the Aussie Princess March 2015 from page 6

few hours of well earned sleep.

We departed Coff's at 0100 for Surfers, passing Cape Byron at dawn we had a great run all the way to the seaway and into the South Port Yacht club.

Lindsay was there to greet us with fresh stores, and we fueled up and did a few boat maintenance chores ready for the next leg.

We departed the Seaway at about 1400 and within a few hours had passed Cape Moreton with trailing seas and happily travelling at 18 knots. Now that Lindsay was on board, George (the auto pilot) seemed to be happy and was working well.

At 1800 we had arrived in Mooloolaba and had a BBQ steak burger for dinner.

After all the engine room checks were completed we cleared the breakwater at 2030, with a beam sea and a rather sloppy ride.

By 0200 we had passed Sandy Cape on the north east tip of Fraser Island, after having to slow down a few times due to the unsettled seas as we crossed into the East Australian Current.

Day break saw us well into Hervey bay on the way to Gladstone for the next "splash and dash".

There were many ships at anchor waiting for their turn to be loaded. As we approached the channel, we were rained in, and visibility was reduced to beacon to beacon as we continued along at over 19 knots.

Lindsay bought the boat in and we tied up at the fuel wharf at 1500 and we topped up ready for the last leg.

Nick was once again cooking up a storm on the BBQ and a great meal was enjoyed by all.

We departed Gladstone by 1630 and had a good run down the harbor. After exiting through the settlement point channel we set a course for the Whitsundays.

Lots of rain squalls during the night, and many hours at slow speed taking it easy through the worst of the chop.

At daybreak we were back up to speed and made a bee line for the channel between St Bees and Keswick Islands.

At 0730 we dropped the pick and enjoyed breakfast with the amazing backdrop of Keswick Island, welcome to the Whitsundays! Warm wind and water.

We decided to move on to Brampton Island and anchored in the bay in front of the resort for morning tea. Brampton has been closed since 2011, along with Lindeman 2012 and

South Mole Islands. It would have been great to go for a wander, but time was short as we had to be at Hamilton Island by 1330 to pick up Milton.

We arrived just in time to see the Milton's plane arrive, quite spectacular as they fly over the boats in the passage on final approach.

The last leg of the trip was the prettiest as we passed various islands in calm water, including Whitsunday and Cid Island as we headed into Hayman.

By 1515 we were alongside and greeted by the friendly staff at the Hayman marina.

What a trip, 1700 miles at an average speed of 16.5 knots and a travel time of 103 hours in 132 hours.

*Time for a cold beer!*



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## Stuff we might need on board

### NAUTICAL DISABILITY DEVICE

So who do you think could use this around the nursing home? A walker with a nautical theme! Given the ever increasing age of many members of the RVMYC, we thought this product may be of interest. So when you have to make the move to a home, and find yourself all at sea, you will at least have fenders for when you get too close to the walls, lines for when you need to tie up, and I'm not talking for any kinky uses!



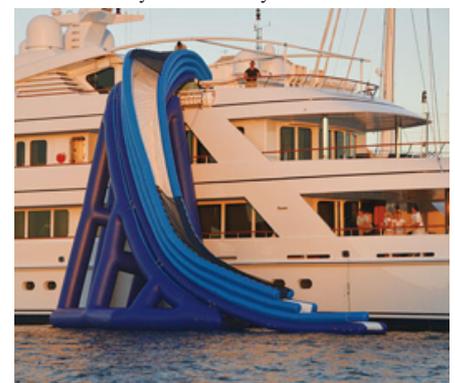
### FLOTING POOL

Stay safe in strong sea currents and keep critters out! Our Fun Air manufactured Critter Free Pool is durable, convenient and quick to set-up, inflating 6 x faster than competitors' equivalent products. This enclosed inflatable sea swimming pool has a netted design to keep guests safe from sea currents, Jelly Fish and other sea critters that might be lurking about.



### YACHT SLIDES

The Freestyle Cruiser™ from FreeStyle Slides is the world's first custom made, sealed-air inflatable water slide for the yacht industry. At FreeStyle Slides our vision for cutting edge family entertainment has led to the development of some of the most unique inflatable slides in the world. The Freestyle Cruiser™ is a highly unique product that provides the most exciting experience in water toys for privately owned and chartered vessels. We also offer other yacht water toys!



## Ready to launch

In other news , orders for mega yachts (over 25 meters (80') are almost back to the heady days of before the GFC.



There are currently 734 projects on the go, 540 of them power yachts, with an average size of just over 41 meters. That adds up to 30 KM's of yachts!

The largest reported is Project Omar at 155 meters (not confirmed as she actually looks bigger) from Lurssen, and is massive in every sense of the word, looks like another Arab yacht.

In terms of where the yachts are being built, Italy no 1, with 10.4 km of yachts, followed by the Netherlads with 4.25 KM, and Turkey with just under 3 Km of new builds. There is a record number of yachts over 100 meters on order, 23, so whatever economic problems there are in the world, not everyone is worried!

# Club News

## New Members

Four Ordinary member applications were received and passed at the committee meeting on Tuesday July 21, Ordinary members Wes Oswin, Stan Thomas, Mark Bettiol and Philip Taylor. Partner members also passed were Lynne Skene and Liliana Furlonger.

Congratulations on joining our great club, we hope to see you at our next event or enjoying the facilities.

## A club with soul

On Saturday 25 July the club was home to mop tops and band uniforms with Rubber Soul, entertaining over 40 lucky members...



## Sub-committee

Following the election of the committee, the following sub committees have been formed

### Finance and administration:

Livio Andolfatto (chair)  
Greg O'Connell  
Jane McAloon  
Owen Smart  
Susan Mills  
Jarmila Dakic

Don Healy  
Terry Lawless  
Kylie Ackerman

### Works:

John Zammit (chair)  
Peter Rodger  
Ronnie Clark  
Sam Cutajar

### Governance:

Jane McAloon (chair)  
James Moreno  
Mark Freudenstein  
Owen Smart  
Ben Koutoukidis  
Don Healy

### Communications:

David Collins (chair)  
Livio Andolfatto  
Loraine McKenzie  
Frank Wilkes

### Boating:

Paul Doherty (chair)  
Lee Joyner  
Bob Batty  
Owen Smart  
Graeme Furlonger

### Membership:

Chris Ackerman (chair)  
Sam Cutajar  
Simon Mills  
Mark Rindfleish  
Melinda Taylor  
Matt Wynn

### Marina:

Greg O'Connell (chair)  
John Zammit  
Sam Cutajar  
Frank Wilkes  
Mark Folley  
Theo Rau  
John Marks  
Joe Borg

### Mariners:

Kylie Ackerman (chair)  
Fiona Zammit  
Allison Miles  
Nola Battye  
Sue Mills  
Kathy Rindfleish  
Maureen Clark  
Tracy Keast  
Judy Ringe  
Wilma Healy  
Melinda Taylor  
Deneille Cutajar

### Hospitality:

Greg Miles (chair)  
John Zammit




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# Diary update & classifieds

## Fishing Licences

Fishing licences are available from the Club office or bar; 3 yrs - \$66; 1 yr - \$24.50; 28 days - \$12; 48 hrs - \$6. Please see Terri at the bar. **Members can use their accounts to pay.**

*NOTE: Seniors card holders do not require a fishing licence*

## Members Draw!

Wednesday nights - 7.30pm.

### DRAW RESULTS:

- Wednesday 1 July \$1,300  
Keld Hansen "NIA"
- Wednesday 8 July \$ 1,350  
Max Emmitt "NIA"
- Wednesday 15 July \$ 1,400  
Chris Littorin "NIA"
- Wednesday 22 July \$ 1,450  
Dennis Nilson "NIA"

## Live Music at RVMYC

On Friday 31 July, we will be having live music at the club from 7 pm onwards.



The duo, Kyle & Kaitlyn are said to be a great partnership of singer and guitarist, so come along and enjoy a relaxing night of food wine and song! No cost, no need to book, just turn up!



## MEMBERS BAR TRADING HOURS

Our normal trading hours are;

**Wednesday** - Bar open 5pm. Dinner from 6.30 to 9.00 bar snacks also available until closing time (approx 10.00pm)

**Friday** - Bar open 5pm. Dinner from 6.30 to 9.00 bar snacks also available until closing time (approx 10.00pm)

**Saturday** - Lunch and dinner 12.00 till 9.00 bar snacks available all day until closing (approx 10.00pm)

**Sunday** - Breakfast (delivered) and lunch 8.30am to 2.30 pm bar snacks available all day until closing (approx 8.30pm)

## RVMYC EVENTS CALENDAR

### AUGUST

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 BAR / BISTRO OPEN
2 BAR / BISTRO OPEN	MEMBERS DRAW Our Members Draw will always pay-out... you just have to be here. 7.30pm every Wednesday.  FRIDAY RAFFLE Our Friday raffle gives you the 'best meat tray' in Williamstown, don't miss it!!		5 BAR / BISTRO OPEN - MEMBERS DRAW -	6	7 BAR / BISTRO OPEN RAFFLE	8 BAR / BISTRO OPEN
9 BAR / BISTRO OPEN			12 BAR / BISTRO OPEN - MEMBERS DRAW -	13	14 BAR / BISTRO OPEN RAFFLE	15 BAR / BISTRO OPEN
16 BAR / BISTRO OPEN			19 BAR / BISTRO OPEN - MEMBERS DRAW -	20	21 BAR / BISTRO OPEN RAFFLE	22 BAR / BISTRO OPEN TRIVIA NIGHT
23 BAR / BISTRO OPEN			26 BAR / BISTRO OPEN - MEMBERS DRAW -	27	28 BAR / BISTRO OPEN RAFFLE	29 BAR / BISTRO OPEN MELB REGATTA
30 BAR / BISTRO OPEN MELB REGATTA	31					

### SEPTEMBER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	REMINDER: Trivia Night Saturday, 22 August 2015 7pm in Members Bar Come and test your general and non-general knowledge at only \$5 per head. Book at the office  Friday Night Entertainment Fridayday, 31 July 2015 7pm in Members Bar Live music for you to enjoy while sipping cocktails, perhaps?  Melbourne Regatta and Blessing of the Fleet Weekend of 29-30 August 2015 Club boats to assemble on Sunday at 9am		2 BAR / BISTRO OPEN - MEMBERS DRAW -	3	4 BAR / BISTRO OPEN RAFFLE	5 BAR / BISTRO OPEN
6 BAR / BISTRO OPEN FATHER'S DAY LUNCH			9 BAR / BISTRO OPEN - MEMBERS DRAW -	10	11 BAR / BISTRO OPEN RAFFLE	12 BAR / BISTRO OPEN
13 BAR / BISTRO OPEN			16 BAR / BISTRO OPEN - MEMBERS DRAW -	17	18 BAR / BISTRO OPEN RAFFLE	19 BAR / BISTRO OPEN
20 BAR / BISTRO OPEN MARIBYNONG RIVER CRUISE			23 BAR / BISTRO OPEN - MEMBERS DRAW -	24	25 BAR / BISTRO OPEN RAFFLE	26 BAR / BISTRO OPEN
27 BAR / BISTRO OPEN			30 BAR / BISTRO OPEN - MEMBERS DRAW -			

## Club with Heart

The RVMYC is a club with a big heart. Right now one of a members is going through a rough trot and needs our help.

You can assist by attending a fund raising dinner at the club on Saturday 15th August.

It will be a great night of entertainment and comradery.

Tickets to attend can be purchased through BSB 063-179 account number 1055 3339.

This account can also be used to make donations.

If you'd like to donate items for auction please contact Alison Miles on [milesalison@bigpond.com](mailto:milesalison@bigpond.com)

*Sisters in arms Fundraiser*  
Where: RVMYC Williamstown  
When: 15<sup>th</sup> August 2015  
Time: 7:00pm - 1:00am  
Cost: \$50 pp

*On the Night*  
\$1000.00 Draw  
Door Prizes  
Raffles  
Silent Auctions  
Auctions

*Loads of games and laughter...*

## Sunday breakfasts delivered to your boat

Enjoy a leisurely breakfast looking over the Bay every sunday from 8.30am or get it delivered to your boat!

CALL THE BISTRO FOR DETAILS

